

ORIGINAL

BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

ON

1999

79142

Application of

UNITED AIR LINES, INC.

under 49 U.S.C. § 41718(a) for four
beyond-perimeter slots at Ronald Reagan
Washington National Airport for nonstop
service to Los Angeles

) Docket OST-00-7181-22

APPLICATION OF UNITED AIR LINES, INC.

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DATED: May 5, 2000

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BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

<u>Application of</u>)	
)	
UNITED AIR LINES, INC.)	
)	Docket OST-00-7181
under 49 U.S.C. § 41718(a) for four)	
beyond-perimeter slots at Ronald Reagan)	
Washington National Airport for nonstop)	
<u>service to Los Angeles</u>)	

DATED: May 5, 2000

APPLICATION OF UNITED AIR LINES, INC.

United Air Lines, Inc., pursuant to 49 U.S.C. § 41718(a) and the Department's April 14, 2000 Notice, hereby applies for four beyond-perimeter slot exemptions at Ronald Reagan Washington National Airport ("DCA"). Upon the grant of this application, United will initiate nonstop service twice-daily between Los Angeles International Airport ("LAX") and DCA, using 182-seat Boeing 757 series, Stage 3 aircraft. United's proposal to link its newest domestic hub at LAX with twice-daily nonstops to DCA will:

- Provide local Los Angeles-Washington air travelers valuable new service alternatives;
- Increase competition in numerous beyond-perimeter city pairs; and
- Provide important domestic network benefits to passengers throughout California and the Western United States, who will receive their first, or new competitive, one-stop service to DCA.

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LAX is United's newest domestic hub. Exhibit UA-32. Over the past several years, United has committed over \$260 million to renovate and expand its facilities at LAX to accommodate domestic hub operations and provide its customers the facilities and services expected at a world-class hub airport. Exhibits UA-15, 16 and 17.^{1/}

As of July of this year, United (and its commuter partners) will be operating an average of nearly 400 departures daily at LAX, linking 48 U.S. and 11 international cities to United's global network via connections at LAX. Exhibits UA-11, 18 and 21. United's two proposed daily nonstops between DCA and LAX will offer the nearly 4,000 passengers who travel daily between LAX and Washington valuable new service alternatives. Exhibit UA-6. These two new services also will enhance the range of online travel alternatives to and from DCA for numerous small and mid-sized communities throughout California and the Western United States via convenient online connections at United's Los Angeles hub. See Exhibits UA-22, 24 and 25.

^{1/} United employs over 8,400 people in Los Angeles and nearly 30,000 in the State of California. Exhibit UA-30.

Air travelers in Los Angeles, and in other Western cities where carriers have established domestic hubs, presently lack the benefit of convenient, nonstop service to Washington's close-in National Airport due to the flight limitations imposed by the DCA perimeter rule. Among these Western hub cities, none is more deserving of being accorded its first nonstop service to DCA under the exemption provisions adopted by Congress in the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century ("Air 21") than is Los Angeles. Whether measured by population, historic air travel demand, or connecting service opportunities, no beyond-perimeter city where another carrier is operating a hub would produce more competition and consumer benefits from an award of exemption slots in this docket than would an award to United at Los Angeles.

United's proposed LAX-DCA service also will increase competition in numerous city pairs throughout the West that already have one-stop online service to DCA via connections at other carriers' hubs within the perimeter, offering passengers traveling in these city pairs valuable new options for traveling to or from Washington. United's proposal will result in a combination of service and

competition enhancements at DCA that will make maximum use of the opportunity Air 21 presents the Department to authorize for the first time nonstop service to domestic hub airports outside the boundaries of the DCA perimeter, and thereby best promote the public interest.

In further support of this position, United submits the following:

I. UNITED IS PROPOSING CONVENIENT TWICE-DAILY
NONSTOP FLIGHTS BETWEEN LAX AND DCA.

United is proposing convenient twice-daily nonstop service linking its hub at LAX with Ronald Reagan Washington National Airport. United plans to offer this service with Stage 3, Boeing 757 series aircraft, configured with 182 seats. Fifty of those seats will be allocated for United's new Economy Plus service, which offers up to five extra inches of seat pitch -- a particularly welcome innovation for transcontinental passengers. Exhibits UA-3 and 5. United's LAX-DCA service also will offer passengers new, roomier overhead bins, which have now been installed on all of United's fleet of B757 series aircraft. This particular innovation enhances passenger convenience not only by facilitating and maximizing storage of carry-on baggage, but also by

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reducing flight delays associated with mandatory checking of baggage due to lack of overhead bin space. Exhibit UA-4.

The B757 is the largest aircraft currently authorized for use at DCA. For that reason, United's proposal to serve the LAX-DCA route with B757 series aircraft ensures, consistent with Congress' intent, that the maximum possible competition and domestic network benefits will be achieved from the limited number of beyond-perimeter exemption opportunities made available by Air 21.

As a population and business center, Los Angeles is far larger than any other Western U.S. city located in the beyond-perimeter catchment area. In terms of population, Los Angeles is over three times larger than Phoenix, 4.75 times larger than Denver, almost seven times larger than Las Vegas, and over seven times larger than Salt Lake City.^{2/}

In terms of air service demand, LAX is the largest U.S.-Washington, D.C. beyond-perimeter market, over 68 percent larger than Denver, 150 percent larger than

^{2/} U.S. Census Bureau, (MA-98-1) Metropolitan Area Population Estimates for July 1, 1998), internet release date December 1999 (www.census.gov).

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Phoenix, 180 percent larger than Las Vegas, and 350 percent larger than Salt Lake City. Exhibit UA-8. Given the scale of the Los Angeles market, it is imperative that the Department use this proceeding to establish nonstop DCA-LAX service, and United's substantial hub operations at LAX make it the obvious choice of carrier to introduce such service.

In addition to addressing the need for service at Los Angeles, the largest potential beyond-perimeter local market, United's proposal offers another dimension of public and competition benefits due to United's ability to feed substantial volumes of connecting passengers to and from DCA via its LAX hub. United's significant investment over recent years in developing LAX as its newest domestic hub today enables United to offer an unmatched average of 384 daily departures at LAX to a total of 48 cities in the U.S. plus an additional 11 international cities. See Exhibit UA-18. The connecting banks United operates at LAX will facilitate online connections to and from DCA for cities throughout California, Hawaii and the West^{1/} via the largest city in the Western United States. Exhibits UA-22,

^{1/} See Exhibits UA-26 and 27.

24 and 25. When these connecting opportunities are combined with the substantial local DCA-LAX market demand, it becomes imperative that the Department allocate four of the twelve available beyond-perimeter slots to United at Los Angeles.

In order to afford the Department increased flexibility in awarding the twelve beyond-perimeter exemption slots authorized by Air 21, consistent with Congress' intent to avoid delay and increase operations at DCA by no more than two per hour, United has developed one primary and two alternative schedules. Although United would prefer to implement its primary proposal, United is prepared to operate any one of three proposed alternative schedules. These scheduling options should enable the Department to authorize United to implement its proposed DCA-LAX service, while also accommodating applications by other carriers for slot exemptions, consistent with the two-exemption-per-hour limitation imposed by Congress in § 41718(c)(2). United's scheduling proposal also offers the Department considerable flexibility in its efforts to minimize traffic congestion at DCA, and thereby accommodate Congress' desire to avoid travel delays. See 49 U.S.C. § 41718(a)(4), (c)(2).

Due to the large size of the local Los Angeles-Washington market, and United's ability to link other West Coast cities to its network at LAX, United would certainly prefer to operate more than two daily LAX-DCA roundtrips. However, with a total of only twelve beyond-perimeter slot exemptions available for allocation in this proceeding, United has sought to tailor its proposal to serve the needs of the large local Washington-Los Angeles market for its first-ever nonstop access to DCA, while still enabling the Department to award slot exemptions to other carriers with domestic hubs outside the perimeter.

United's preferred schedule is as follows: Westbound, United proposes to offer two daily flights departing from DCA; one flight would depart in the morning at 8:00 a.m., arriving in Los Angeles at 10:20 a.m., and the second flight would depart in the late afternoon at 4:40 p.m., arriving in Los Angeles at 7:05 p.m. Eastbound, United proposes to offer an early morning departure from LAX at 8:00 a.m., arriving at DCA at 3:50 p.m., with the second daily flight departing LAX at 1:45 p.m., arriving at DCA at 9:30 p.m. Exhibit UA-1.

Alternatively, if it would facilitate the award of slot exemptions at DCA to others, consistent with the two

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exemption per hour limit imposed by Congress, United is ready and willing to operate its daily westbound afternoon departures from DCA at 6:30 p.m. with an arrival at LAX at 8:50 p.m., its first daily eastbound from LAX at 9:30 a.m. with an arrival at DCA at 5:20 p.m., and its second daily eastbound from LAX at 1:45 p.m. with an arrival at DCA at 9:30 p.m. Exhibit UA-1, p. 2 (Alternate A).

As a third alternative, United is ready and willing to operate its daily westbound afternoon departures from DCA at 1:00 p.m. with an arrival at LAX at 3:20 p.m., its first daily eastbound from LAX at 11:30 a.m. with an arrival at DCA at 7:15 p.m., and its second daily eastbound from LAX at 11:10 p.m. with an arrival at DCA at 7:01 a.m. Exhibit UA-1, p. 3 (Alternate B).

United's proposed flights are timed to maximize the connecting possibilities at its Los Angeles hub for small and mid-sized communities throughout the West that do not today have single connection online service to DCA, and are spaced to permit convenient arrival and departure times for business and leisure passengers.

- II. UNITED'S PROPOSED LOS ANGELES-DCA SERVICE IS FULLY CONSISTENT WITH THE STATUTORY CRITERIA IN AIR 21 AND WILL PROVIDE IMPORTANT COMPETITION AND DOMESTIC NETWORK BENEFITS TO COMMUNITIES THROUGHOUT THE WEST.
-

In adopting Air 21, Congress directed the Secretary to grant twelve beyond-perimeter slot exemptions at DCA, if the Secretary finds the exemptions will --

- Provide air transportation with domestic network benefits in areas beyond the perimeter
- Increase competition by new entrant air carriers or in multiple markets;
- Not reduce travel options for communities served by small hub airports and medium hub airports within the perimeter and
- Not result in meaningfully increased travel delays.

49 U.S.C. § 41718(a) (1)-(4).

United's application is fully consistent with these statutory criteria.

- A. United's Proposed LAX-DCA Service Will Provide Substantial Domestic Network Benefits To Communities Outside the DCA Perimeter.
-

United's proposal to operate two conveniently timed roundtrips daily between DCA and LAX will create new and

improved domestic network benefits in areas beyond the DCA perimeter. United's proposal will provide the first ever nonstop service from DCA to Los Angeles, the largest city in the United States without nonstop service to DCA.

United's proposed LAX-DCA service will provide new nonstop service benefits to more passengers than would new nonstop service from DCA to any other city outside the current 1,250 mile perimeter. Exhibit UA-8.

United's proposed service to its hub at LAX also will create new domestic network benefits for numerous small and mid-sized communities throughout California, the West Coast and Hawaii," which will receive their first, or new competitive, one-stop service to DCA. United and United Express offer nonstop service to 48 domestic and 11 international cities from LAX, with an average of 384 daily departures. Exhibit UA-18. United and United Express enplaned over eight million passengers at LAX in 1999.

Skywest, United's commuter partner at LAX, further strengthens the network benefits United can provide in the LAX-DCA market. Skywest, recently named "Regional Airline of the Year," has the most extensive regional network in

^{4/} See Exhibits UA-26 and 27.

California. Exhibit UA-31. Skywest operates frequent, reliable United Express service to 19 communities in California, Arizona and Utah, many of which are dependent on Skywest's United Express service as their only link to the national air transportation system. With more than 160 daily departures from LAX, no other regional carrier at Los Angeles can provide the same breadth or depth of connecting options as Skywest, enabling United to provide more extensive network benefits to small and mid-sized communities beyond the limits of DCA's perimeter than any other potential applicant.

Importantly, a number of these communities have significant governmental and business ties to the Washington area and would benefit from having available the first online single connection service to DCA. At Santa Maria and Inyokern/Ridgecrest, for example, several large government installations and agencies regularly send significant numbers of travelers to the Washington area. Online access to DCA via a single connection at LAX would greatly enhance the travel options for passengers in these communities, both of which are served only by Skywest's United Express flights.

United's proposed DCA service will provide 32 cities throughout California, Hawaii and the West with new one-stop online service to National. Exhibit UA-22. Sixteen communities in California, Arizona, Utah and Hawaii will receive their first-ever single connection online service to DCA. Exhibit UA-24.^{2/} Sixteen other communities will receive new competitive, single connection service to DCA, nine of which are in California. Exhibits UA-22, 24 and 25.

These are precisely the types of network benefits that Congress directed the Department to favor in allocating the limited number of beyond-perimeter exemption slots created by Air 21. This was recognized by the Chairman of the House Transportation and Infrastructure Committee, Congressman Bud Shuster, when he acknowledged (in floor debates on the legislation) that the National Airport provisions of Air 21 are intended to make it possible for "western hubs... [outside the perimeter] to obtain nonstop service there." 146 Cong. Rec. H1010 (daily ed. Mar. 15, 2000). Although Chairman Shuster was not referring specifically to Los Angeles, United's hub operations at LAX

^{2/} See also Exhibits UA-26 and 27 (United's proposed DCA-LAX service also will generate new service options for

are now more extensive than those any other carrier currently is conducting at a city outside the current 1,250 mile DCA perimeter, making United's Los Angeles hub exactly the type of Western hub to which the Chairman was referring.

The desire of Congress to facilitate new nonstop service to carrier hubs outside the current 1,250 mile perimeter also is emphasized in a Senate Committee Report on S.2279, the Wendell H. Ford National Air Transportation System Improvement Act of 1998. This Senate bill was one of the key antecedents to Air 21. The Committee Report on S.2279 emphasizes that one of the provisions in the bill, which directed the Secretary to grant twelve exemptions from the DCA slot rule for nonstop services outside the perimeter on terms comparable to those ultimately included in Air 21, was designed "to maximize domestic network options to Reagan National by allowing carriers to serve domestic hubs outside of the current perimeter...." The Report goes on to explain that "[t]he Committee intends to implement a process that will provide numerous domestic cities, including small and medium-sized communities, with improved service." Report of the Committee on Commerce,

passengers traveling between Washington D.C. and Hawaii).

Science and Transportation on S.2279, S. Rep. No. 105-278, at 25 (1998). This Report language confirms that United's proposal to initiate twice-daily nonstop service from its hub at Los Angeles to DCA will achieve the type of domestic network benefits the Congress envisioned when it adopted Air 21. When these network benefits are combined with the service benefits gained by offering the large number of Los Angeles-Washington local passengers their first-ever nonstop service to National, the case for allocating United four of the twelve exemption slots available becomes overwhelming.

B. United's Proposed Los Angeles-National
Airport Service Will Increase Competition In
Numerous Beyond-Perimeter City Pairs.

United's proposed double-daily LAX-DCA nonstop service will increase competition in multiple markets. It will increase competition in multiple cities outside the perimeter by providing dozens of communities in California, Hawaii and the West new competitive alternatives to travel online to DCA via a connection at United's hub at LAX. Thirty-two communities located throughout California, Hawaii, and the West will receive new one-stop online connections to DCA. Exhibit UA-22. Sixteen communities will gain their first-ever, one-stop online connection to

DCA, and sixteen others will receive competitive one-stop service to DCA. Exhibits UA-22, 24 and 25.

These new network service and competition benefits are exactly the type of benefits Congress sought to create when it enacted Air 21. A number of Senators from Western states had reprinted in the Congressional Record a joint letter explaining the benefits Air 21 would provide:

The most important aspect of your proposal is that the Department of Transportation must award these limited opportunities to western hubs which connect the largest number of cities to the national transportation network. In our view, this standard is the cornerstone of our mutual goal to give the largest number of western cities improved access to the Nation's capital....

In a perfect world, we would not have to make these types of choices. These decisions would be better left to the marketplace. However, Congress has limited the ability of the marketplace to make these determinations. Therefore, we must have a process which ensures that we spread improved access to Reagan National throughout the West.

146 Cong. Rec. S1263 (daily ed. Mar. 8, 2000) (letter signed by Senators Orrin Hatch, Robert Bennett, Larry Craig, Conrad Burns, Craig Thomas, Mike Crapo, and Max Baucus).

This same point was emphasized by Senator Bennett of Utah in the Senate debate on Air 21, where he noted that:

I want to reiterate that these limited exemptions must benefit citizens throughout the West. Having said that, this same limited number of exemptions must not be awarded solely or disproportionately to one carrier or one airport. I expect that the DOT will ensure that the maximum number of cities benefit from these 12 slots.

146 Cong. Rec. S1262 (daily ed. Mar. 8, 2000).

The allocation of four DCA exemption slots to United so that it can initiate the first-ever nonstop service between DCA and its hub at Los Angeles would ensure that the maximum number of cities throughout the West benefit from the limited number of exemption opportunities available under Air 21, as Congress intended.

C. United's Proposed LAX-DCA Nonstop Service
Will Not Reduce Travel Options For
Communities Served By Small And Medium Hub
Airports Within the Perimeter.

United's proposal to offer twice-daily nonstop service between DCA and LAX will not reduce travel options at small or medium hub airports within the perimeter. United has no plans to reduce any of its existing DCA services. Nor does United foresee that other carriers would be likely to reduce service at DCA if United's application is granted.

By offering new nonstop service between Los Angeles and DCA, United will be expanding its network of services

at DCA and offering consumers in the Western U.S. expanded service options for traveling to Washington. With United's service limited to two roundtrips per day, it is highly unlikely that enough local passengers would be diverted from other carriers' services linking DCA to small or medium hub airports within the perimeter to cause these carriers to reduce service in such city pairs. Many of the passengers United expects to carry are local Washington-Los Angeles passengers who today use nonstop service at Baltimore or Dulles, but who can be better served by nonstops at DCA. Others fly on existing one-stop services via large hubs within the perimeter, such as Dallas/Ft. Worth, Atlanta, and Cincinnati. To the extent any of these passengers switch to United's Los Angeles service, it would not be of sufficient magnitude to have any bearing on the service available at small and medium hubs within the perimeter.

D. United's Proposed LAX-DCA Nonstop Service
Will Not Increase Travel Delays At Any
Airport.

United's service proposal will not result in "meaningfully increased travel delays" at any airport. 49 U.S.C. § 41718(a)(4). Rather, United's proposal is designed to reduce travel times for thousands of Los

Angeles-Washington passengers annually by offering them their first ever opportunity to travel nonstop to DCA.

Los Angeles International Airport is among the least congested large hub airports in the United States. As LAX already efficiently handles an average of 2,134 total flights daily, the addition of four new daily operations will certainly not lead to any "meaningfully increased travel delays." Also, because United has been investing heavily in its facilities at LAX over the last several years, the addition of two daily DCA nonstops will not create congestion in United's hub facilities there that could increase delays in United's hub operations.

Nor would the grant of four exemption slots to United cause a meaningful increase in delays at DCA. The airport has recently undergone a major renovation, ensuring ample ground side capacity to accommodate United's proposed two daily roundtrips spread throughout the day without causing any meaningful increase in congestion or delay. Further, because Congress has dictated that the Secretary may grant no more than two slot exemptions in any single one hour period, there will be no meaningful increase in airside delays at DCA. Moreover, because United is willing to be flexible in scheduling its new DCA services, and to work

with the FAA to help accommodate the Secretary's grant of the 24 DCA exemption slots authorized by Air 21, there is no risk that granting United's application will lead to any meaningful increase in delays at DCA.

United notes in this regard that the General Accounting Office recently concluded that a limited number of additional daily operations at DCA would not create any significant aircraft delays. See GAO Report to the Secretary of Transportation on Reagan National Airport, Capacity to Handle Additional Flights and Impact on Other Area Airports, GAO/RCED-99-234, September 1999. The GAO Report found that DCA's infrastructure could support up to seven additional flights per hour without increasing flight delays or compromising safety. Because Air 21 limits the number of slot exemptions the Secretary can grant to only two per hour, the GAO Report fully supports United's position that the grant of this application is consistent with the requirements of Air 21 and will not result in meaningfully increased travel delays.

III. IN ADOPTING AIR 21, CONGRESS SPECIFICALLY
INTENDED THAT CARRIERS PROPOSING NONSTOP SERVICE
ON HIGH DENSITY ROUTES LIKE LAX-DCA WOULD BE
ELIGIBLE FOR EXEMPTION SLOTS WHERE DOMESTIC
NETWORK BENEFITS COULD BE DEMONSTRATED.

During consideration in the Senate of legislation that ultimately became Air 21, Senators Feinstein and Boxer of California were assured by Senator McCain, Chairman of the Senate Committee on Commerce, Science and Transportation, and a key sponsor of the DCA slot provisions, that Los Angeles (and other California airports) were eligible under the bill.

Senator Boxer noted that the proposed exemption provisions are a matter "which affects the people of our state and many of the other western states." Senator Feinstein stated:

We have some questions as to who will be served if these exemptions **are** enacted by Congress. We would like to see the highest level of service provided to the most number of passengers. Do you believe that this Perimeter Rule exemption would prevent airlines from competing to provide the greatest amount of service to the most number of passengers?

Senator McCain responded:

This provision included by the committee is intended to implement a process that will provide numerous domestic cities, including small and

medium-sized communities, with improved service. However, the provision allows for competition for routes to larger communities.

Senator Boxer then asked:

Specifically, would carriers be prevented from competing on routes from National Airport to Los Angeles or San Jose or other California airports under this bill?

Senator McCain responded:

No. As long as carriers can demonstrate that their routes provide domestic network benefits and increase competition in multiple markets, they may compete for these nonstop routes, including select routes to California airports

144 Cong. Rec. S10946 (daily ed. Sept. 25, 1998).

As demonstrated herein, United will provide domestic network benefits and increase competition in multiple markets, including in the Los Angeles-DCA market itself, which is the largest city pair outside the perimeter. By connecting its domestic hub at Los Angeles with DCA, United also will increase competition in a number of other city pairs that will enjoy their first, or new competitive, one stop access via LAX to DCA. No other potential applicant for beyond-perimeter exemption slots would provide a better mix of network and competition benefits or benefit a greater number of passengers.

Conclusion

Congress has directed the Secretary to improve access to Ronald Reagan Washington National Airport for passengers living in the Western United States. Los Angeles is by far the largest community outside the current DCA perimeter, and, thus, is the largest community adversely affected by the perimeter rule's prohibition on nonstop service. As the largest O&D market without nonstop service to DCA, no community would benefit more from an award of exemption slots in this proceeding than would Los Angeles. As the only carrier with a domestic hub at LAX, United is the carrier best positioned to utilize an award of exemption slots in this proceeding to provide Los Angeles its first ever nonstop service to DCA, while also bringing domestic network benefits to numerous communities throughout California, Hawaii and the West and enhancing competition in multiple markets. The Department should, therefore, promptly grant United four beyond-perimeter DCA exemptions

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slots for twice-daily nonstop service between Los Angeles
and Reagan National Airport.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Bruce H. Rabinovitz", is written over a horizontal line.

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DATED: May 5, 2000

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United’s Proposed DCA-LAX Nonstop Service

Proposed Year-Round Daily Service

First Daily Round Trip					
Read Down			Read Up		
Flight UA-A			Flight UA-B		
5:20 {	8:00 a.m.	Dep.	Washington DCA	Arr.	9:30 p.m.
	10:20 a.m.	Arr.	Los Angeles	Dep.	1:45 p.m.
			4:45 }		

Second Daily Round Trip					
Read Down			Read Up		
Flight UA-C			Flight UA-D		
5:25 {	4:40 p.m.	Dep.	Washington DCA	Arr.	3:50 p.m.
	7:05 p.m.	Arr.	Los Angeles	Dep.	8:00 a.m.
			4:50 }		

Note: All times shown are local; all service on Boeing 757-200 equipment

United's Proposed DCA-LAX Nonstop Service

Alternate A Year-Round Daily Service

First Daily Round Trip						
Read Down				Read Up		
Flight UA-A				Flight UA-B		
5:20 {	8:00 a.m.	Dep.	Washington DCA	Arr.	9:30 p.m.	} 4:45
	10:20 a.m.	Arr.		Dep.	1:45 p.m.	
			Los Angeles			

Second Daily Round Trip							
Read Down				Read Up			
Flight UA-C				Flight UA-D			
5:20 {	6:30 p.m. Dep.		Washington DCA	Arr.	5:20 p.m.		} 4:50
	8:50 p.m. Arr.			Dep.	9:30 a.m.		
			Los Angeles				

Note: All times shown are local; all service on Boeing 757-200 equipment.

United's Proposed DCA-LAX Nonstop Service

Alternate B Year-Round Daily Service

First Daily Round Trip					
Read Down				Read Up	
Flight UA-A				Flight UA-B	
5:20 {	8:00 a.m.	Dep.	Washington DCA	Arr.	7:15 p.m.
	10:20 a.m.	Arr.	Los Angeles	Dep.	11:30 a.m.
				4:45 }	

Second Daily Round Trip					
Read Down				Read Up	
Flight UA-C				Flight UA-D	
5:20 {	1:00 p.m.	Dep.	Washington DCA	Arr.	7:01 a.m.
	3:20 p.m.	Arr.	Los Angeles	Dep.	11:10 p.m.
				4:51 }	

Note: All times shown are local; all service on Boeing 757-200 equipment.

United Operates An Extensive Network Of U.S. Flights That Will Support Its DCA-LAX Service

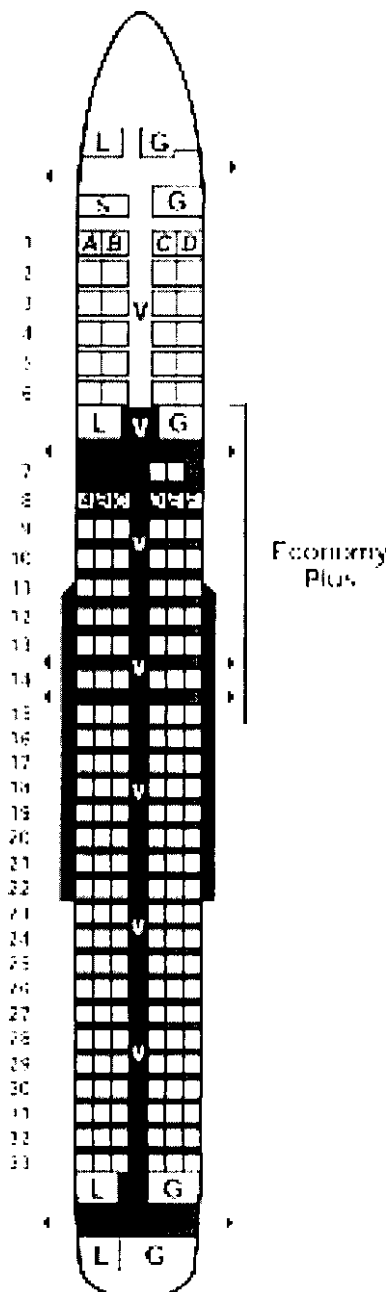
First Daily Round Trip					
To LAX-DCA (By A ^u)			From DCA-LAX (By De ^u)		
Orig	Dep	Arr	Dest	Dep	Arr
IS	915	1013	LAS	1051	1158
RNO	945	1111	MFR	1056	1254
TUS	1014	1150	SAN	1056	1148
STS	1005	1154	SBP	1056	1154
MCE	1030	1155	SFO	1100	1222
PHX	1033	1155	IPL	1105	1205
OAK	1033	1157	IYK	1105	1155
SJC	1030	1157	OGG	1105	1331
SMF	1045	1214	SBA	1105	1147
FAT	1115	1223	SMX	1105	1200
SNA	1150	1225	TUS	1105	1230
LAS	1115	1229	PHX	1114	1234
MRY	1110	1230	BFL	1124	1215
SFO	1130	1257	CLD	1128	1210
SAN	1215	1304	ONT	1128	1206
CLD	1224	1305	OXR	1128	1206
ONT	1233	1305	MRY	1135	1255
OXR	1224	1305	FAT	1150	1300
IYK	1215	1308	SNA	1150	1226
SBA	1220	1308	SGU	1155	1425
PSP	1220	1309	SMF	1225	1348
BFL	1220	1310	OAK	1230	1348
SBP	1209	1310	SJC	1239	1354
SMX	1215	1310	YUM	1249	1357
YUM	1155	1310	PSP	1255	1345
IPL	1215	1315	STS	1255	1447
			RNO	1300	1424
			MCE	1358	1519

Second Daily Round Trip					
To LAX-DCA (By Arr)			From DCA-LAX (By Dep)		
Orig	Dep	Arr	Dest	Dep	Arr
LIH	2105	518	SFO	1949	2103
OGG	2135	531	FAT	1950	2056
KOA	2147	543	SNA	1950	2022
IYK	500	545	ONT	2007	2042
SMX	500	545	TUS	2007	2130
IPL	500	604	OAK	2014	2130
PHX	2230	700	SAN	2015	2103
LAS	600	702	CLD	2030	2112
HNL	2255	710	MRY	2035	2155
SAN	630	718	PSP	2035	2123
YUM	605	718	SMF	2040	2157
VIS	622	720	SBA	2045	2125
SFO	600	721	SBP	2045	2142
SBA	644	725	STS	2045	2231
PSP	644	728	PHX	2115	2232
SBP	630	728	LAS	2120	2223
SGU	645	728	BFL	2242	2329
STS	540	729	IPL	2242	2344
BFL	644	730	IYK	2242	2333
CLD	655	730	OXR	2242	2317
FAT	624	730	SMX	2242	2334
MRY	610	730	VIS	2242	2340
ONT	657	730	YUM	2242	2350
OXR	653	730			
SNA	650	730			

Note: Assumes minimum connect time of 30 minutes and maximum of four hours

Source: August 2000 schedules

Seating Configuration For United's B 75 7 Aircraft



	<u>Seats</u>
First Class	24
Economy	<u>158*</u>
Total	182

* Includes 50 Economy Plus

All 24 first class seats will have laptop power by end of 2000.

CD-based audio available to every seat.

Corporate Communications Contact
Matthew Triaca: (847) 700-6689
Night/Weekends: (847) 700-4088

**UNITED COMPLETES INSTALLATION
OF ROOMIER OVERHEAD BINS ON BOEING 757 FLEET**

*Additional onboard enhancement follows the introduction of Economy Plus
throughout United's domestic fleet*

FOR IMMEDIATE RELEASE

CHICAGO, March 29, 2000—United Airlines today announced that it has completed the installation of larger overhead bins on all 98 of its Boeing 757 aircraft. The modified bins provide customers with more depth, providing additional storage space. For example, the new bins can accommodate up to four pieces of popular 22-inch roll-aboard-style luggage in each bin. Previously, customers were only able to stow two bags in each overhead bin.

United's announcement comes days after the airline completed the introduction of Economy Plus on nearly 450 domestic aircraft. Economy Plus is a premium seating area in the front of the Economy section that gives business travelers up to five extra inches of legroom.

"After scoring a home-run among business travelers with Economy Plus, United is not content to rest on its laurels," said Graham Atkinson, United Airlines senior vice president-Marketing. "By doubling the amount of overhead space available for the most popular type of carry-on luggage, we're addressing a key concern of all our customers."

(more)

United Completes Installation of Roomier Overhead Bins

March 30, 2000

Page 2

According to the Atkinson, the roomier bins will make the boarding process more efficient by reducing delays that occur when customers must check their carry-on bags because the overhead bin space is full.

United flies more than 350 daily flights--more than 15 percent of its daily schedule--with Boeing 757s. Key business destinations served by 757 aircraft include flights between Boston and Chicago O'Hare, Denver, Los Angeles and San Francisco; flights between Chicago O'Hare and New York LaGuardia, Los Angeles, Washington Reagan and Denver; and flights between Denver and Newark and San Francisco,

United completed the installation of larger overhead bins on all 158 of its Boeing 737-300, 737-500 and United Shuttle aircraft last year. Airbus A319 and A320 aircraft that are operated by United already have the roomier bins.

As the largest air carrier in the world and the largest majority employee-owned company, United offers 2,370 flights each day on a network that spans the globe

###

Corporate Communications Contact:
Matthew Triaca (847) 700-6689
Media Mainline (847) 700-5538
Night/Weekends (847) 700-4088

**UNITED WINS THE RACE FOR SPACE; COMPLETION OF ECONOMY PLUS
RECONFIGURATION LEAVES AMERICAN AIRLINES INCHES SHORT**

Business and leisure customers win with United's unique approach to onboard comfort

CHICAGO, March 15, 2000—United Airlines (NYSE:UAL) announced that it has won the airline industry's "race for space" with today's completion of Economy Plus in its domestic fleet of nearly 450 aircraft (excluding United Shuttle), reconfigured to provide up to five extra inches of space compared to the standard 31 inches. Economy Plus is available in the first six to 11 rows (depending on the type of aircraft) of Economy

United's answer to the space debate was not based on a one-size-fits-all solution, but instead driven by extensive research on the different needs and desires of varying customers,

"Our research shows that different travelers have different needs," said Rono Dutta, United Airlines President. "Frequent business travelers told us that they want to be recognized for their loyalty and for the business fares that they pay. Leisure travelers, on the other hand, often choose an airline on price."

According to Dutta, Economy Plus delivers on both counts. It provides United's business travelers with a premium seating area while not decreasing the travel comfort or affordability for leisure travelers

(more)

United Wins the Race for Space

March 15, 2000

Page 2

Advance assignment of Economy Plus seating is available on a first-come, first-served basis to United Airlines' Members who have Premier status or above. Premier status is achieved when Mileage Plus members travel 25,000 paid miles on United or Star Alliance members, or 30 or more segments in one calendar year. Customers who are traveling on a full fare economy booking class can also receive a seat in Economy Plus. Also qualifying are Star Alliance Gold and Star Alliance Silver travelers.

In contrast to United's customer-focused solution, many analysts say American Airlines' plan to remove two rows of seats from each of their aircraft will ultimately have a negative impact on leisure travelers, a fact that American recently confirmed.

In an interview with NBC, an American executive said, "The magic of this [cabin reconfiguration] is that it allows us to reduce the number of seats and then reduce the number of low fares being offered on any one flight, which will give us a higher percentage of full-fare business travelers in coach."

"In a comparison, United's strategy wins," said Dutta. "Today, we are delivering Economy Plus, a product for the business traveler, *and* still recognizing and meeting the needs of the leisure traveler."

The number of seats in Economy Plus will vary from 36 to 89, depending on the type of aircraft. Reconfigured aircraft will include United's fleet of 727's, 737's (excluding United Shuttle), 757's, A319's, A320's, and two-cabin 767-300's and 777A's.

(more)

United Wins the Race for Space

March 15, 2000

Page 3

Economy Plus seat pitch will be 36" in Airbus A320s and Boeing 757s; and 35" in all other reconfigured aircraft types,

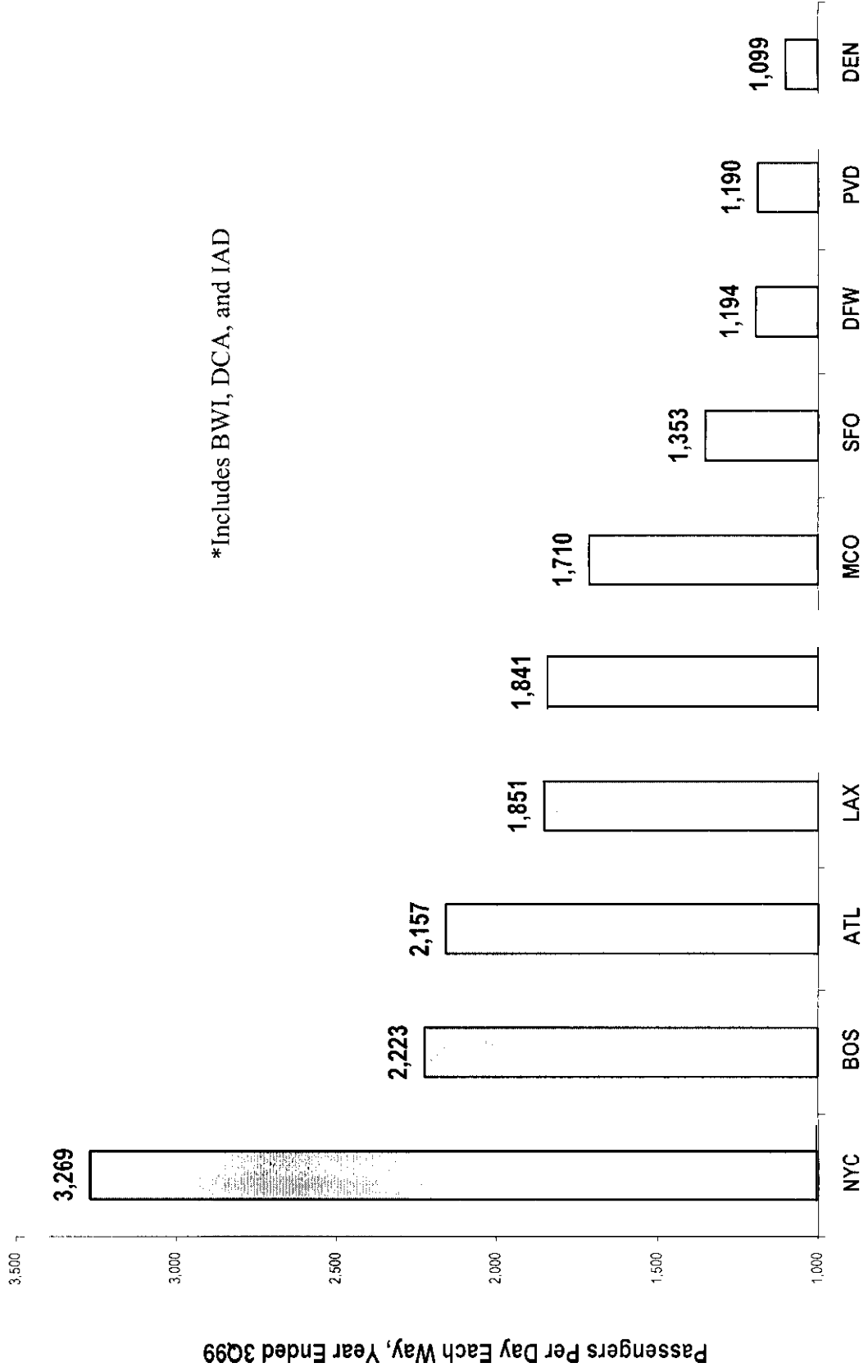
The number of seats in Economy Plus, by aircraft:

Aircraft Type	# of Economy Plus Seats	% of Economy Seats in Economy Plus
757	50	32%
727	60	47%
767-300	56	27%
777A	89	27%
A320	36	29%
737-300	46	29%
737-500	36	38%
A319	40	36%
737-291	46	48%

As the largest air carrier in the world and the largest majority employee-owned company, United offers 2,370 flights each day on a network that spans the globe.

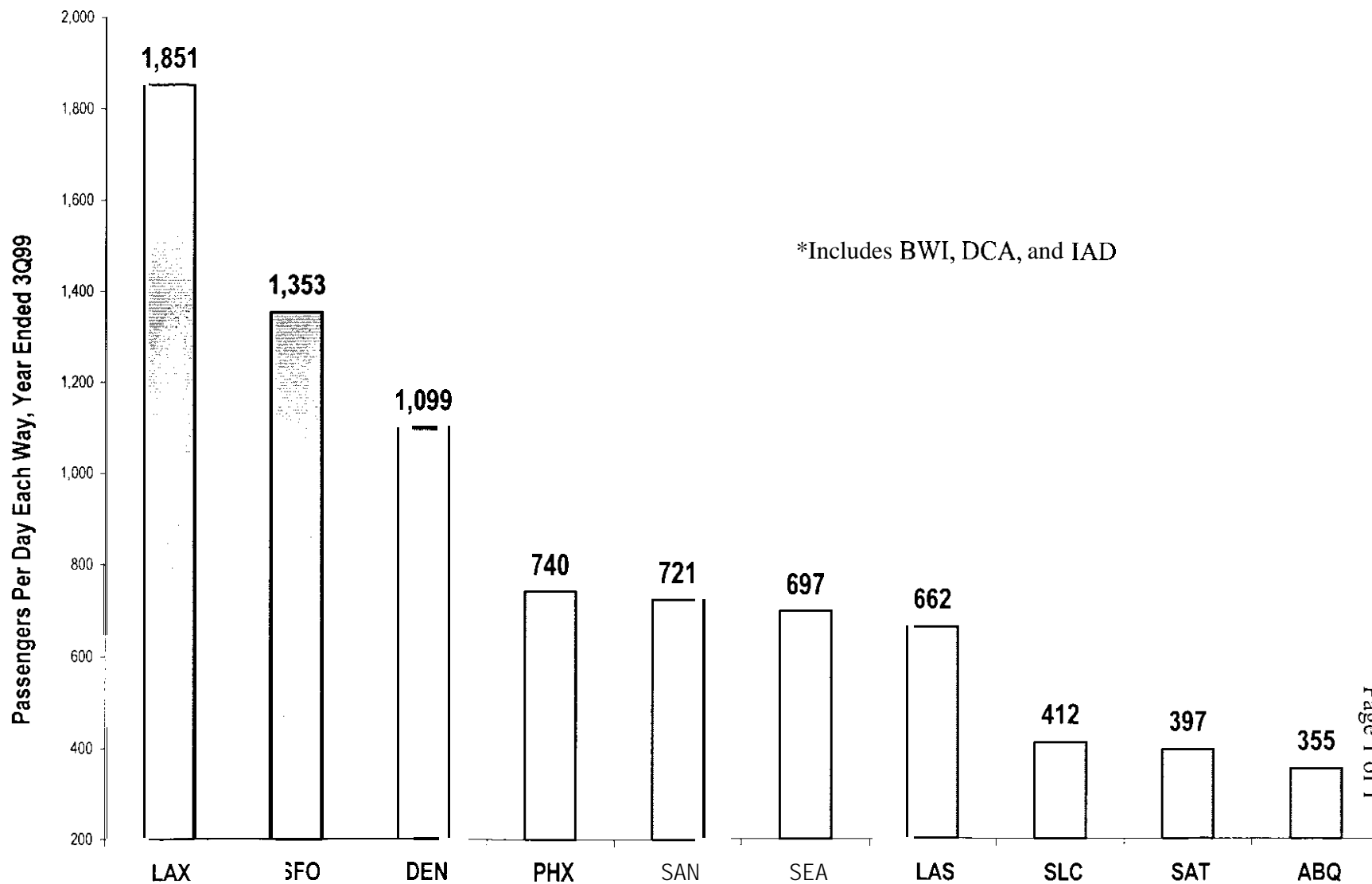
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By Passengers, LAX Is The 4th Largest Washington Market In The Entire U.S.*

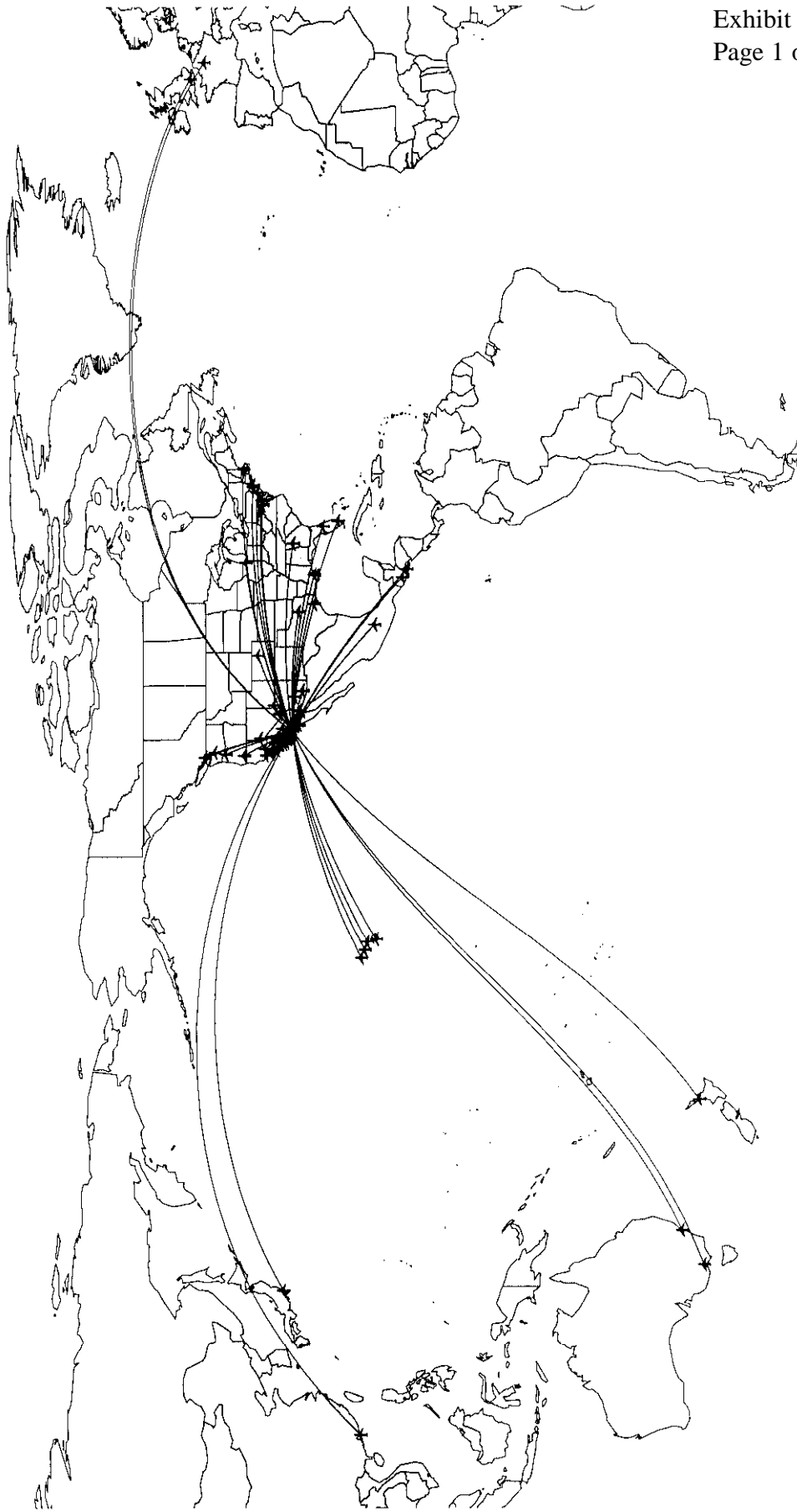


Source: DB1A

By Passengers, LAX Is The Top U.S.- Washington * Market Beyond The Perimeter



United Will Link DCA With Its Global LAX Network



Docket OST-00-7181
Exhibit UA-11
Page 1 of 1

United Airlines Terminal Renovations at LAX

United Airliner is investing more than \$260 million at Los Angeles International Airport (LAX), including expansions and renovations to United Terminals 6, 7 and United's Shuttle Terminal 8. The new and improved terminals make traveling through LAX on United an easier, more efficient and hassle-free experience.

Conveniently Located Flight Information

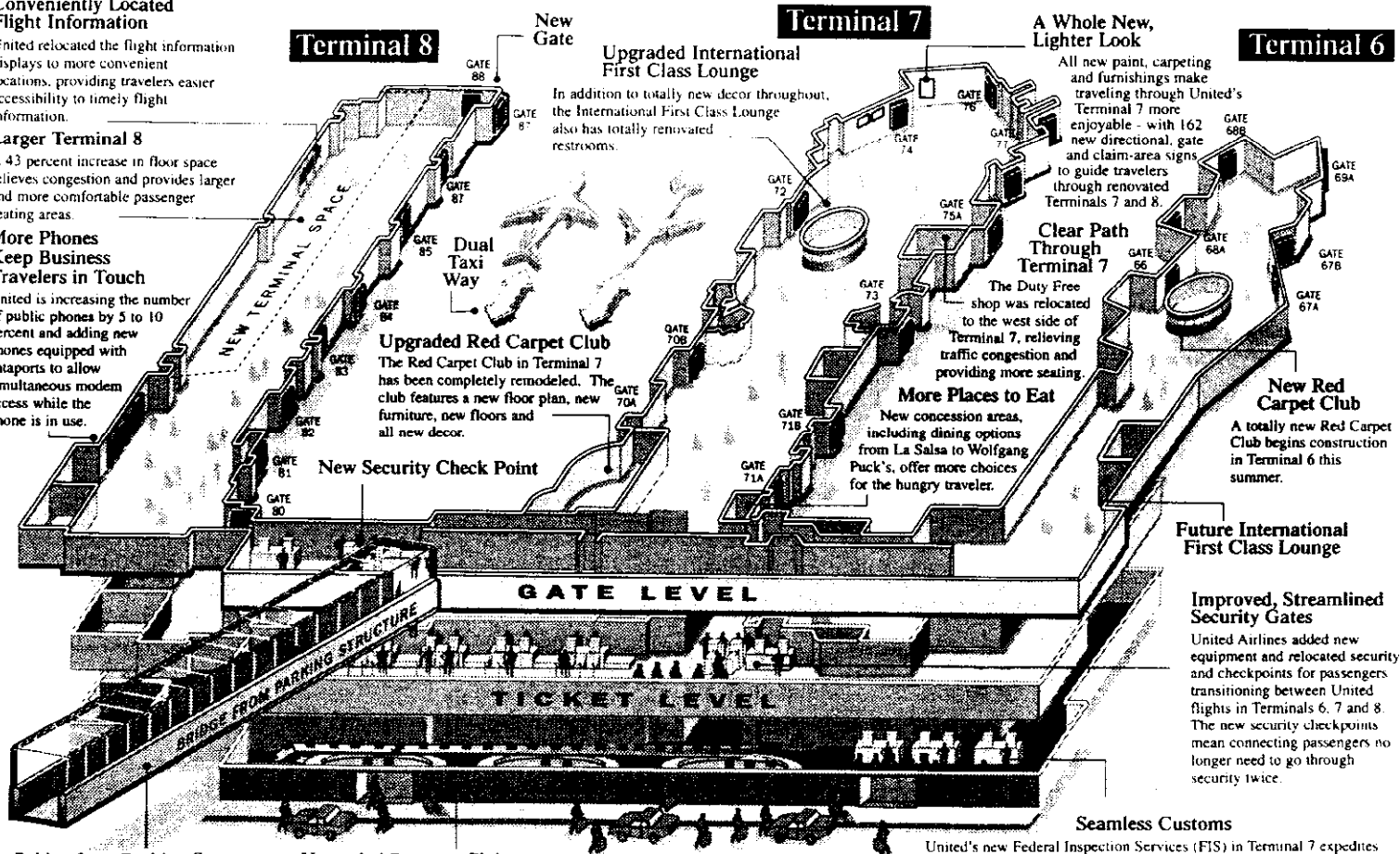
United relocated the flight information displays to more convenient locations, providing travelers easier accessibility to timely flight information.

Larger Terminal 8

A 43 percent increase in floor space relieves congestion and provides larger and more comfortable passenger seating areas.

More Phones Keep Business Travelers in Touch

United is increasing the number of public phones by 5 to 10 percent and adding new phones equipped with dataports to allow simultaneous modem access while the phone is in use.



Bridge from Parking Structure

Upgraded Baggage Claim

United installed larger baggage return carousels, increasing the number of bags each one can hold and allowing passengers easier access to their bags. By also adding more space throughout the baggage claim area, passengers can get their bags and move around with less congestion.

UNITED AIRLINES

United Airlines New FIS Facility at LAX

Exclusively for United's Arriving and Connecting Passengers

United's own Federal Inspection Services facility

United's terminal renovation at LAX included the construction of an INS facility exclusively for United Airlines passengers. Thirty-six positions insure faster customs and immigration processing. International passengers don't have to pass through LAX's Bradley International Terminal, so the process is easier, faster and more convenient.

INS is accessible from both Terminal 6 and Terminal 7. New stairs, escalators and elevators lead from the arriving gates above to the customs facility on the baggage level. United's seamless customs facility can accommodate up to 1,400 passengers per hour.

Thirty-six positions for faster service

Thirty-six Customs and Immigration processing booths exclusively for United's arriving and connecting passengers.

To Customs Hall and United baggage claim

A new, wider corridor with access to the Customs Hall, Baggage Claim via a pedway and new moving sidewalk.

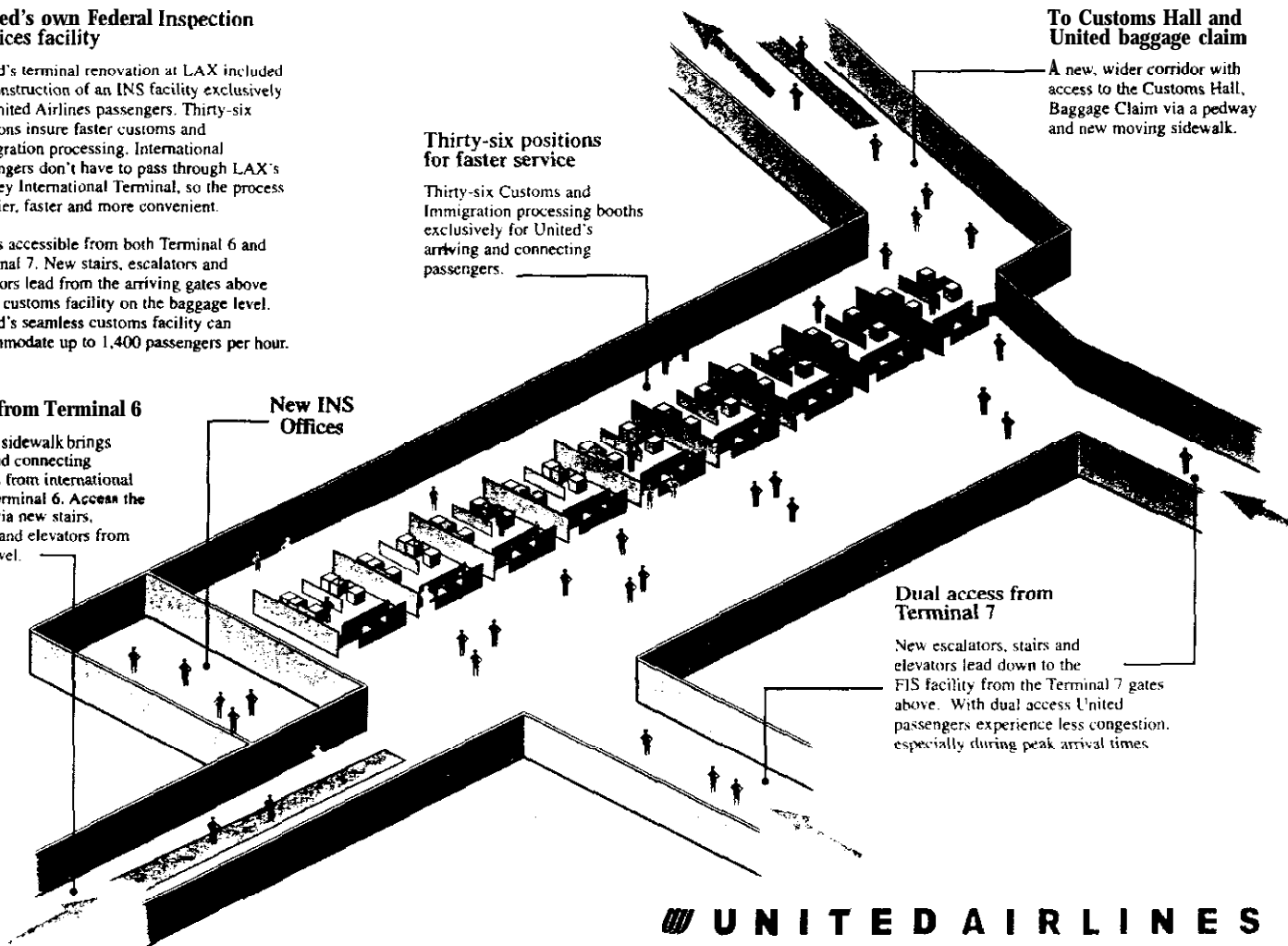
Access from Terminal 6

A moving sidewalk brings arriving and connecting passengers from international gates in Terminal 6. Access the walkway via new stairs, escalators and elevators from the gate level.

New INS Offices

Dual access from Terminal 7

New escalators, stairs and elevators lead down to the FIS facility from the Terminal 7 gates above. With dual access United passengers experience less congestion, especially during peak arrival times.



UNITED AIRLINES

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

Docket OST-00-7181
Exhibit UA-17
Page 1 of 1



- 182,000 SQ.FT. - DOUBLE EXISTING SQ. FT. - 33 DOCK DOORS
- "KEY ACCOUNT DOCK DOORS" (6) SPECIAL HANDLING AREA
- DIRECT RAMP ACCESS - CLOSE IN FREIGHTER PARKING
- STATE OF ART AUTOMATION
- LOCATED ON CENTURY BLVD., ONLY CARRIER ON MAIN PAX ENTRANCE
- CLOSEST CARGO FACILITY TO DEPARTURE GATES - .8 MILE TO SAT. 8/7/6
- ABLE TO HANDLE 30 MINUTE CLOSEOUTS
- COOLER/FREEZER FACILITIES 3 TIMES BIGGER THAN CURRENT
- HIGH VALUE / SECURITY SPACE
- CUSTOMER AND EMPLOYER FRIENDLY

UNITED AIRLINES

Air Cargo Facility

Los Angeles International Airport

United's Los Angeles Hub Supports A Vast Network Of Domestic And International Communities

United Offers Nearly 400 Daily Nonstop Flights From 48 U.S. and 11 * International Cities To LAX

U . S .	<u>Location Name</u>	Departures	<u>Seats</u>
AIL	ATLANTA, GEORGIA	1.0	120
BFL	BAKERSFIELD, CALIFORNIA	8.0	240
BOS	BOSTON, MASSACHUSETTS	4.9	744
BWI	BALTIMORE, MARYLAND	2.0	320
CLD	CARLSBAD, CALIFORNIA	10.9	326
DEN	DENVER, COLORADO	17.0	3,230
DFW	DALLAS/FT. WORTH, TEXAS	3.0	360
EWR	NEWARK, NEW JERSEY	5.0	778
FAT	FRESNO, CALIFORNIA	18.7	561
HNL	HONOLULU, OAHU; HAWAII	4.0	989
IAD	WASHINGTON DULLES	10.0	1,834
IAH	HOUSTON, TEXAS	3.0	360
IPL	EL CENTRO/IMPERIAL, CALIFORNIA	4.7	141
IYK	INYOKERN, CALIFORNIA	2.7	81
JFK	NEW YORK KENNEDY	7.9	1,320
KOA	KONA, HAWAII; HAWAII	2.0	364
LAS	LAS VEGAS, NEVADA	9.3	1,114
LIH	LIHUE, KAUAI; HAWAII	1.0	182
MCE	MERCED, CALIFORNIA	1.9	56
MCO	ORLANDO, FLORIDA	3.0	414
MFR	MEDFORD, OREGON	2.0	240
MIA	MIAMI, FLORIDA	2.0	416
MRY	MONTEREY, CALIFORNIA	16.0	480
MSY	NEW ORLEANS, LOUISIANA	1.1	199
OAK	OAKLAND, CALIFORNIA	7.0	840
OGG	KAHULUI, MAUI; HAWAII	3.0	583
ONT	ONTARIO, CALIFORNIA	11.4	343
ORD	CHICAGO, ILLINOIS	17.9	3,202
OXR	OXNARD, CALIFORNIA	6.0	180
PDX	PORTLAND, OREGON	7.0	824
PHL	PHILADELPHIA PENNSYLVANIA	3.0	396
PHX	PHOENIX, ARIZONA	8.9	921
PSP	PALM SPRINGS, CALIFORNIA	11.9	716
RNO	RENO, NEVADA	3.0	360
SAN	SAN DIEGO, CALIFORNIA	22.3	1,389
SEA	SANTA BARBARA CALIFORNIA	9.9	656
SBP	SAN LUIS OBISPO, CALIFORNIA	11.0	330
SEA	SEATTLE/TACOMA, WASHINGTON	7.0	1,083
SFO	SAN FRANCISCO, CALIFORNIA	38.0	4,560
SGU	ST. GEORGE, UTAH	2.0	60
SJC	SAN JOSE, CALIFORNIA	8.0	832
SMF	SACRAMENTO, CALIFORNIA	7.0	840
SMX	SANTA MARIA, CALIFORNIA	8.9	266
SNA	ORANGE COUNTY, CALIFORNIA	14.9	446
STS	SANTA ROSA, CALIFORNIA	4.0	120
TUS	TUCSON, ARIZONA	5.0	520
*IS	VISALIA, CALIFORNIA	2.7	81
YUM	YUMA, ARIZONA	8.9	266
U.S. Total		369.8	34,683

Source: OAG July 2000

*Note: United has filed applications with DOT to add nonstop service from LAX to Buenos Aires and São Paulo

United's Los Angeles Hub Supports AVast Network Of Domestic And International Communities

United Offers Nearly 400 Daily Nonstop Flights From 48 U.S. and 11* International Cities To LAX

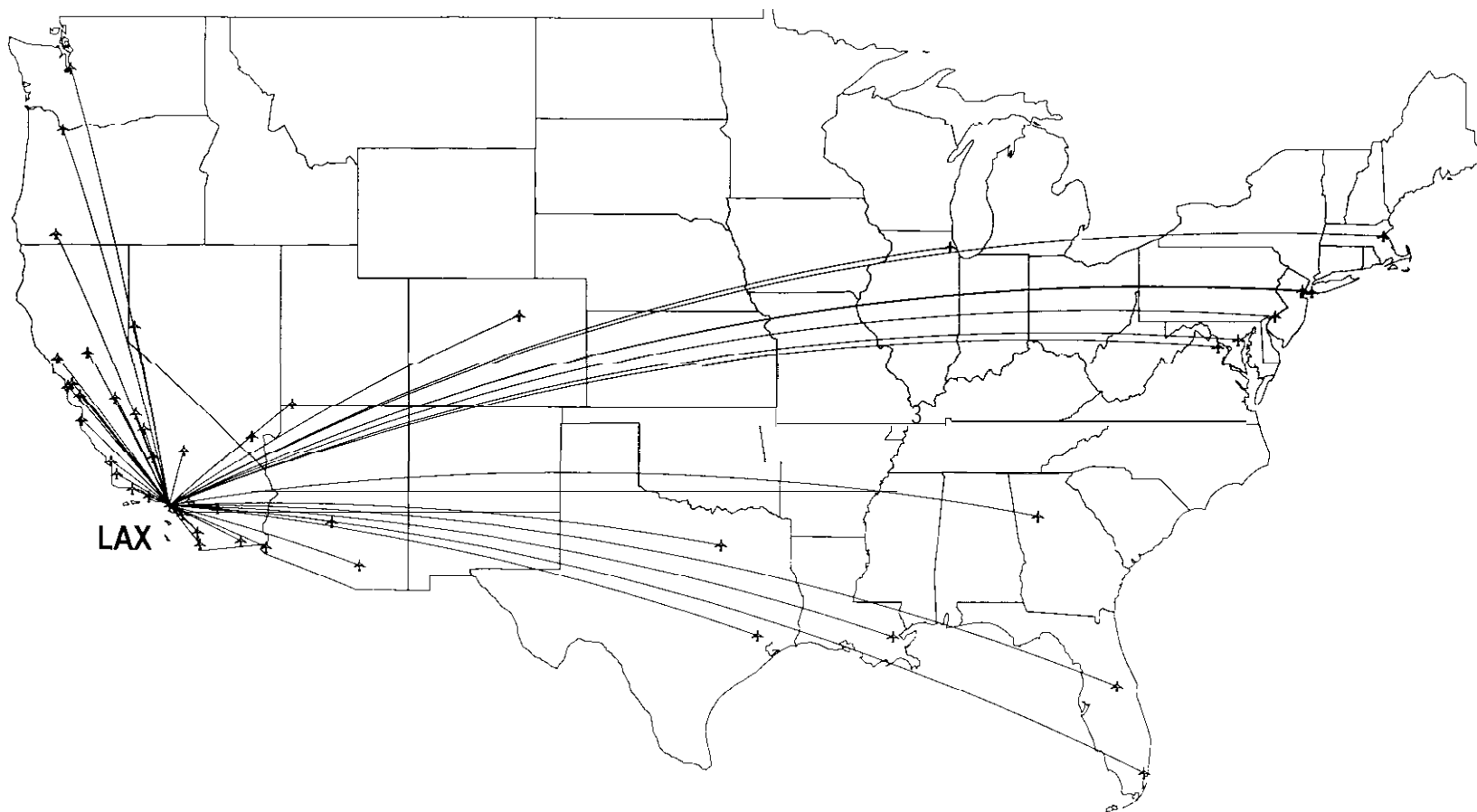
<u>International Point</u>	<u>Location Name</u>	<u>Departures</u>	<u>Seats</u>
AKL	AUCKLAND, NEWZEALAND	1.0	372
CDG	PARIS, FRANCE-DE GAULLE	1.0	278
GUA	GUATEMALA CITY GUATEMALA	1.0	182
HKG	HONG KONG, HONG KONG	1.0	372
LHR	LONDON, ENGLAND UK-HEATHROW	2.0	556
MEL	MELBOURNE, VICTORIA, AUSTRALIA	1.0	390
MEX	MEXICO CITY, MEXICO	2.0	258
NRT	TOKYO, JAPAN-NARITA	1.0	372
SAL	SAN SALVADOR, EL SALVADOR	1.0	138
SYD	SYDNEY, NSW, AUSTRALIA	1.0	372
YVR	VANCOUVER, BC, CANADA	1.0	138
International Total		13.0	3,428

*Note: United has filed applications with DOT to add nonstop service from LAX to Buenos Aires and São Paulo

<u>Station</u>	<u>Location Name</u>	<u>Departures</u>	<u>Seats</u>
GRAND TOTAL		382.8	38,111

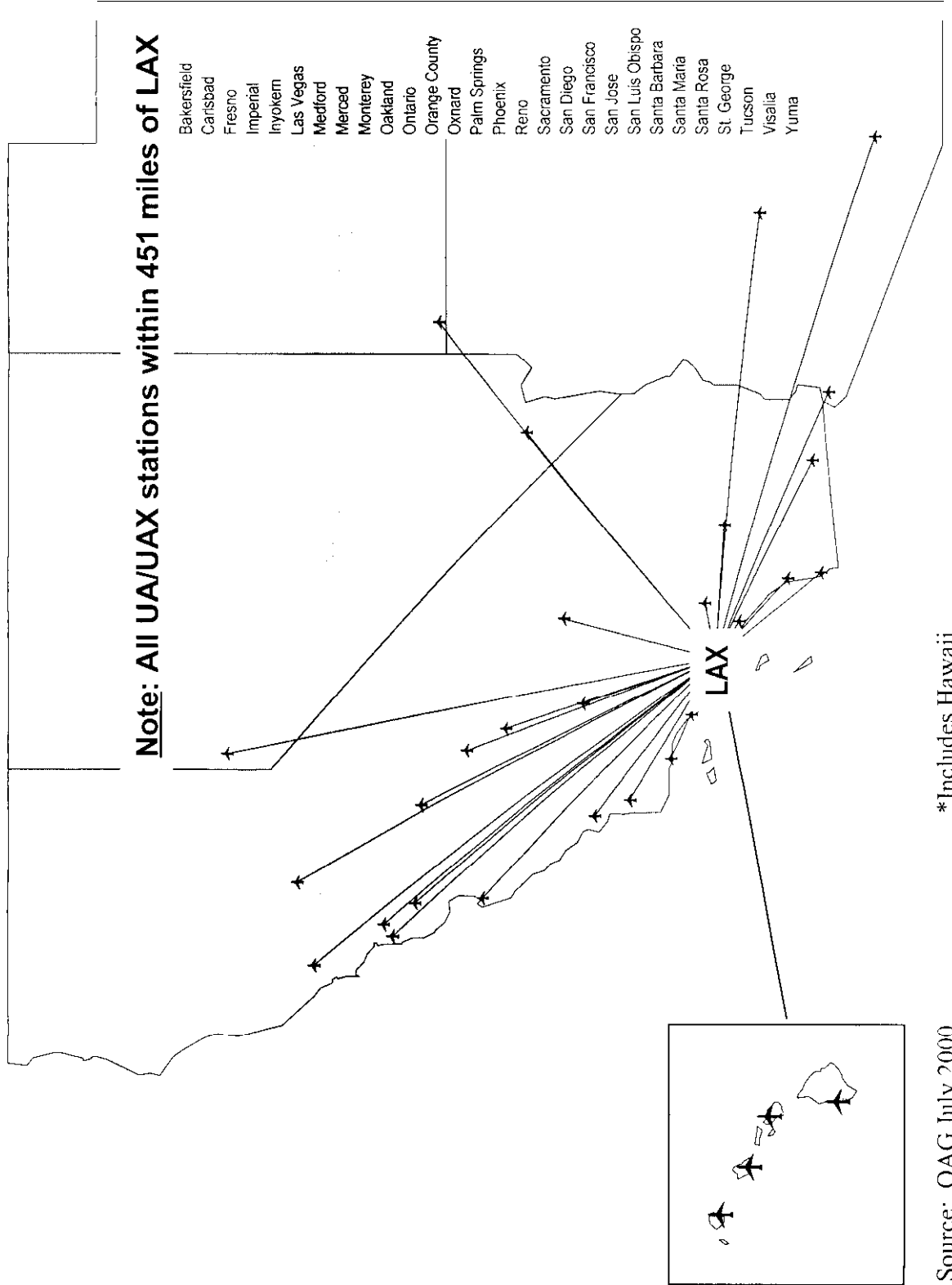
Source: OAG July 2000

United Offers A Substantial Mainland Network At LAX



Source: OAG July 2000

*United Will Offer Convenient One-stop Service Between Washington And The Southwestern U.S.**



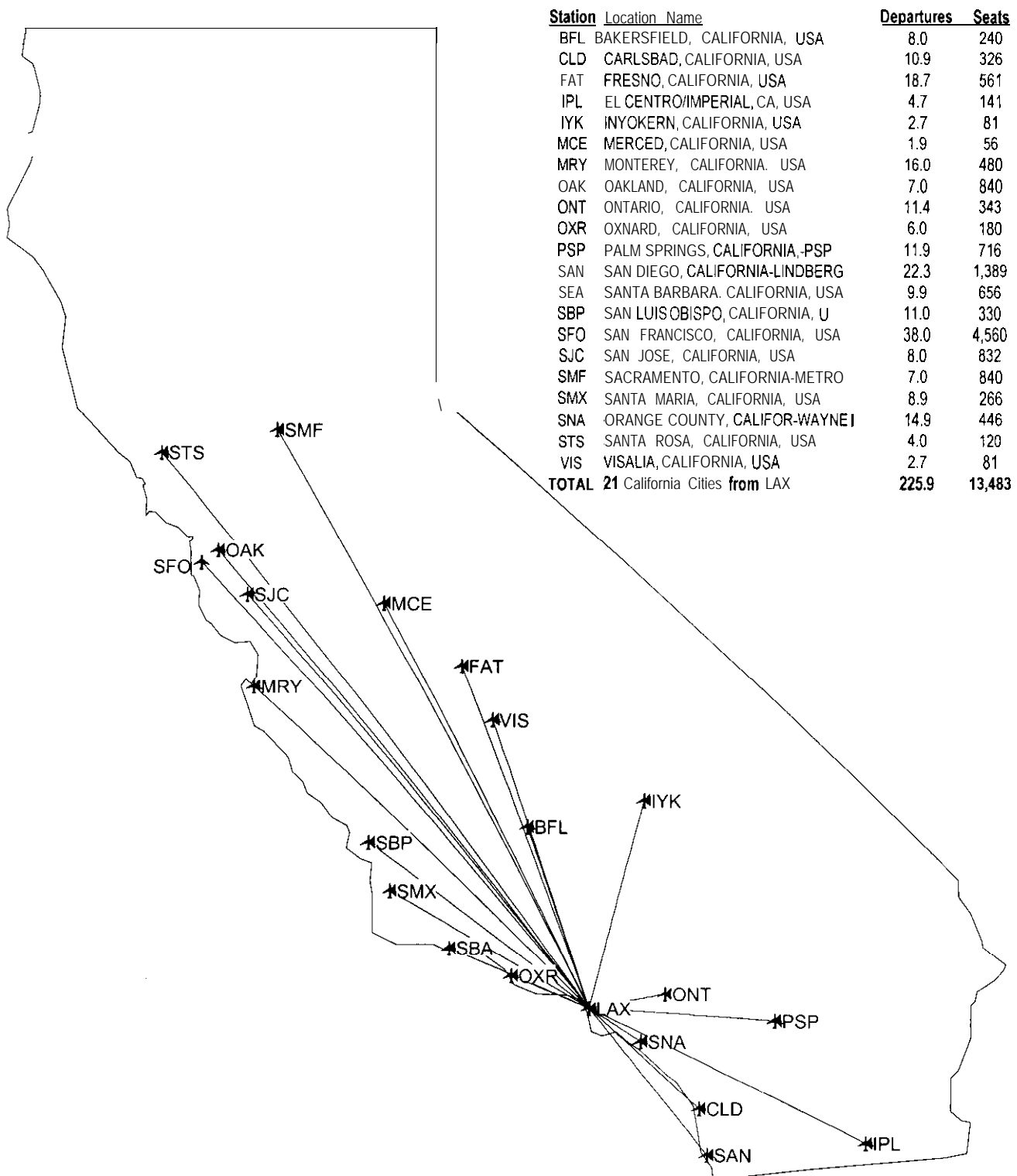
***United's LAX-DCA Service Will Accommodate
93% Of The 7,241 Daily Washington Passengers
In The Region With Mainline Jet Service***

<u>U.S Catch</u>	<u>Annual</u>	<u>PDEWs</u>	<u>UA Service</u>
LAX	1,351,420	1,851	JET
SFO	987,470	1,353	JET
PHX	539,840	740	JET
SAN	526,590	721	JET
LAS	483,550	662	JET
SJC	249,970	342	JET
SMF	166,670	228	JET
HNL	152,960	210	JET
OAK	149,240	204	JET
SNA	138,880	190	Prop
ONT	128,670	176	Prop
TUS	121,370	166	JET
RNO	89,070	122	JET
PSP	34,280	47	JET
SBA	29,340	40	JET
OGG	25,550	35	JET
MRY	25,000	34	Prop
FAT	23,550	32	Prop
KOA	8,310	11	JET
LIH	8,080	11	JET
MFR	7,940	11	JET
BFL	7,530	10	Prop
SBP	7,250	10	Prop
CLD	5,500	6	Prop
OXR	5,390	7	Prop
SMX	3,510	5	Prop
YUM	3,070	4	Prop
IYK	3,030	4	Prop
STS	1,060	1	Prop
IPL	660	1	Prop
SGU	590	1	Prop
VIS	300	0	Prop
MCE	170	0	Prop
Total	5,285,810	7,241	33
Total Jet	4,931,650	6,756	17
% Jet	93%	93%	52%

United's Proposed Washington-Los Angeles Service Will Provide 16 Communities With New One-Stop Service

Bakersfield, CA
Carlsbad, CA
Imperial, CA
Inyokern, CA
Kona, HI
Lihue, HI
Merced, CA
Monterey, CA
Oxnard, CA
St. George, UT
San Luis Obispo, CA
Santa Barbara, CA
Santa Maria, CA
Santa Rosia, CA
Visalia, CA
Yuma, AZ

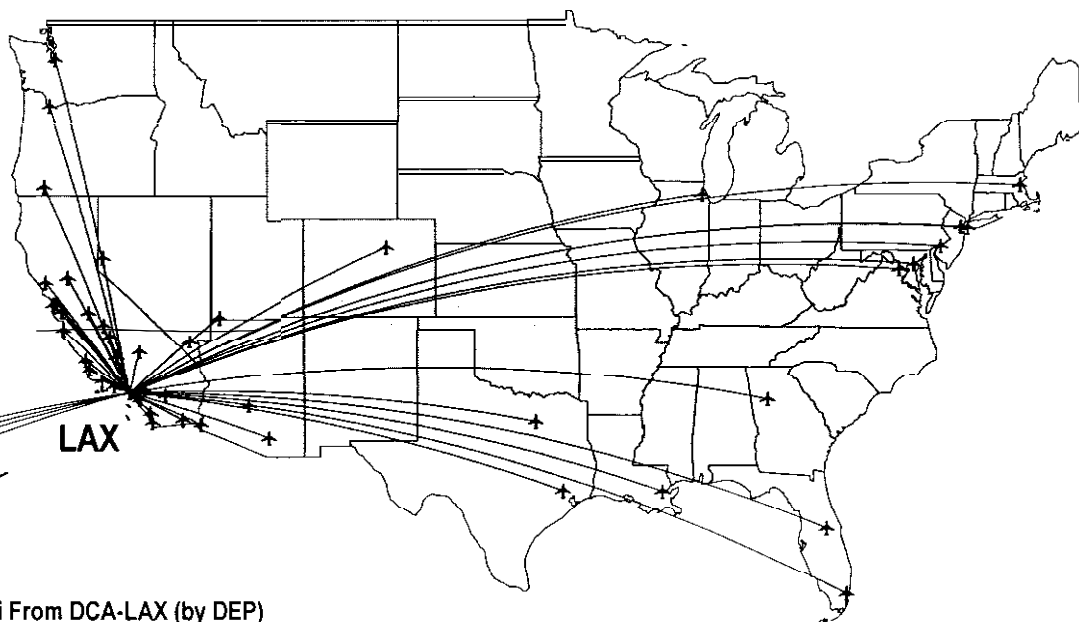
United Will Provide 21 California Communities With One-stop Service To/From DCA Via LAX



LAX-DCA Translates To Expanded Options For Travel And Commerce Between Washington And Hawaii

From Hawaii to LAX-DCA (by ARR)

<u>ORIG</u>	<u>DEP</u>	<u>ARR</u>	<u>FLT</u>
LIH	21:10	5:23	66
HNL	21:20	5:35	54
KOA	21:47	5:43	50
HNL	7:05	15:19	934
HNL	10:55	17:47	56
OGG	12:20	20:34	42
HNL	12:45	21:11	52
KOA	14:15	22:11	96
OGG	15:03	23:22	36



To Hawaii From DCA-LAX (by DEP)

<u>DEST</u>	<u>DEP</u>	<u>ARR</u>	<u>FLT</u>
OGG	8:10	10:42	45
HNL	8:40	11:12	53
KOA	9:55	12:17	57
OGG	11:05	13:31	37
HNL	14:35	17:10	55
HNL	16:50	19:05	935
LIH	17:00	19:43	71
OGG	17:10	19:37	39
KOA	17:55	20:17	51
HNL	18:55	21:23	65

***United's Service Will Improve Airport Choice
For The 200,000 Annual Passengers Who Travel
Between Washington * And Hawaii***

<u>City</u>	<u>Market</u>	<u>Passengers</u>
Honolulu	HNL	152,960
Maui	OGG	25,550
Kona	KOA	8,310
Lihue	LIH	8,080
Other	Other	<u>1,410</u>
Total	Total	196,310

*Includes BWI, DCA, and IAD

Source: DB1A, 3Q99

***United's Service Will Improve Airport Choice
For The 50,000 Annual Passengers Who Travel
Between Washington * And The South Pacific***

<u>City</u>	<u>Market</u>	<u>CRS Bookings</u>
Sydney, Australia	SYD	15,110
Melbourne, Australia	MEL	6,129
Auckland, New Zealand	AKL	6,055
Guam, Guam	GUM	5,147
Conakry, Guinea	CKY	3,531
Brisbane, Australia	BNE	2,156
Canberra, Australia	CBR	1,828
Christchurch, New Zealand	CHC	1,184
Wellington, New Zealand	WLG	1,140
Perth, Australia	PER	990
Adelaide, Australia	ADL	930
Nadi, Australia	NAN	893
Saipan, Northern Mariana Islands	SPN	725
Alice Springs, Australia	ASP	652
Cairns, Australia	CNS	633
Papeete, French Polynesia	PPT	558
Pago Pago, American Samoa	PPG	198
Gold Coast, Australia	OOL	197
Koror, Palau	ROR	191
Darwin, Australia	DRW	183
Hobart Australia	HBA	175
Queenstown, New Zealand	ZQN	175
Port Moresby, Papua New Guinea	POM	122
Townsville, Australia	TSV	112
Dunedin, New Zealand	DUD	101
Other	Other	1,135
Total	Total	50,250

*Includes BWI, DCA, and IAD

Source: CRS Bookings, Full Year 1999

United Airlines Employs Nearly 30,000 People In California*

San Francisco	17,060
Los Angeles	8,432
Oakland	2,016
San Diego	299
Burbank	271
Sacramento	191
Riverside	179
Vallejo	155
San Jose	130
Orange County	121
Long Beach	102
Other	<u>324</u>
TOTAL	29,281

* As of February 23, 2000

Source: United company records



SkyWest Airlines
444 South River Road
St. George, UT 84790
Telephone: (435) 634-3000 / Fax: (435) 634-3505

Contact: Bo Stroyls, Manager of Corporate Communications

(435) 634-3527

FOR IMMEDIATE RELEASE

**SKYWEST AIRLINES NAMED REGIONAL AIRLINE OF THE YEAR
BY PROFESSIONAL PILOT MAGAZINE**

St. George, UT April 10, 2000 (NASDAQ: SKYW) - SkyWest Airlines achieved the title of Regional Airline of the Year by Professional Pilot Magazine. Several aspects of the airline earned SkyWest this honor. The carrier has 55 Canadair Regional Jets on order to be delivered over the next four years, with the first in June, translating into excellent opportunities for pilots. Likewise, the success of SkyWest Airlines Pilots Association (SAPA), the carrier's pilot group that works with management on pay and policy issues, has a reputation for open communication, teamwork, and trust between pilots and management. In addition, the mutually beneficial relationship the airline has with its major partners Delta Air Lines and United Airlines plays a key role in both the benefits for pilots, and the success of the airline.

Brad Holt, Vice President of Flight Operations stated: "It is an honor to be named Regional Airline of the year by one of the top aviation magazines. One key to our success at SkyWest is the close working relationship we have with our pilot group. As a management team we do everything we can to insure a quality work environment and our pilots do everything they can to insure a safe and efficient operation. This partnership we enjoy is extraordinary in this business and this recognition helps confirm our efforts."

SkyWest Airlines is the largest non-unionized regional airline in the country. The carrier employs nearly 950 pilots, and 3,600 people system wide. Currently, SkyWest's fleet consists of 92 EMB 120 Turboprop's, 11 Canadair Regional Jets, with an additional 55 Canadair Regional Jets on order. As the nation's fourth largest regional carrier, the airline provides nearly 1,000 daily departures servicing 13 western states and Canada in partnership with United Airlines from their Los Angeles, San Francisco, Portland, and Seattle hubs, and with Delta Air Lines from their Salt Lake City hub.

This press release, as well as past press releases can be accessed on the SkyWest Airlines internet site at: <http://www.skywest.com>.

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**UNITED AIRLINES PUTS FINISHING TOUCHES ON ITS NEW HUB
AT LOS ANGELES INTERNATIONAL AIRPORT**

\$260 Million Terminal Renovation and Expansion Project Nears Completion

LOS ANGELES – April 26, 1999 -United Airlines today officially designated Los Angeles International Airport (LAX) as a hub for the airline, a status marked by the frequency of flights and number of destinations served by United from LAX and highlighted by the completion of extensive terminal renovations and other passenger amenity improvements. United's \$260 million upgrade at LAX is scheduled for completion on May 15, 1999.

"A world class city needs a world class airport," said Pete McDonald, United Airlines managing director – Southern California. "The improvements we've made at LAX provide customers with the facilities and services that they'd expect at a hub. In designating Los Angeles as a hub of the world's largest airline, we are confident that our facilities and services are up to the standards we require for a hub airport."

Carrying 30 percent of all passengers to and from LAX, United is the airport's largest airline by a significant margin. This includes United's domestic and international mainline service, as well as United Express service to local California markets and United Shuttle short-haul service to major West Region destinations. United's LAX hub offers customers 139 destinations worldwide, including 37 transcontinental flights to nine U.S. East Coast business centers. The airline also offers 48 non-stop flights to other key U.S. cities, the most non-stop flights offered by any carrier at LAX. United also offers 12 non-stop international departures-more than any other carrier.

(more)

United Puts Finishing Touches on Hub

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United Shuttle/Terminal 8 Improvements

To enable United to handle more **than 25,000** passengers a day efficiently at LAX required a major rethinking **of the** facilities. Of key importance was Terminal **8**, which accommodates all United Shuttle flights and passengers.

“For many passengers, Terminal S-home to United Shuttle-was the source of much congestion and several complaints,” said McDonald. “Because so many of our business travelers pass through that terminal several times a month, its tight capacity and lack of customer-friendly features was a sore point. That’s why we invested more than **\$30** million in Terminal 8 alone to make it better.”

Terminal **8**’s new configuration includes:

- Nearly doubling its width, allowing for easier **traffic** flow and new customer amenities such as workstations with data ports and additional phone banks, as well as increased seating.
- A new gate adds to the number and frequency of flights available to fit the hectic business schedules of frequent business travelers.
- A new dual taxi alley outside Terminal 8 that allows arriving and departing flights to taxi simultaneously, improving on-time performance by reducing the time it takes to get the aircraft to the gate.

Passenger Traffic Flow Improvements

Terminal 7 boasts an airier and more open look as well as improved passenger traffic flow through the repositioning of the Duty Free Shop to the exterior wall, opening up the center **of the** terminal for better-configured walkways and more seating. The Red Carpet Club in Terminal 7 has been remodeled, and includes a new floor plan, new furniture, new floors and new finishes throughout. The International First Class Lounge’s improvements include new **décor** and finishes, and renovated restrooms.

(more)

United Puts Finishing Touches on Hub

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Other facility improvements that were made to reduce congestion and improve traffic flow include:

- The addition of a new terminal entrance. Located just west of the original entrance and directly in front of the new departures level security checkpoint, it reduces traffic congestion in front of the main check-in counter by extending the curbside drop-off area. Passengers not checking baggage can be dropped off right in front of the security checkpoint, allowing quicker access to their departure gate.
- Repositioning United's security checkpoints, allowing passengers with connecting flights to transit between Terminals 6, 7 and 8 without having to clear security twice.
- United Airlines' passengers arriving from destinations outside the United States can clear customs and immigration in United's \$50 million Federal Inspection Station (FIS) and then connect to their final destination without ever leaving the United terminal complex.
- The construction of a new Terminal 6 Red Carpet Club, expected to be complete by the end of 1999.
- Baggage claim areas have been renovated and improved.
- A new baggage sorting facility beneath Terminal 8, complete with bar code readers, facilitates the sorting of baggage for United Shuttle's 176 daily arrivals and departures between eight destinations. This new baggage facility lightens the load on Terminal 7, allowing it to focus on handling luggage from mainline and United Express flights.

New Cargo Facilities

Ground breaking for a new cargo facility is scheduled for this spring. The \$30 million facility will include 160,000 square feet of storage space, double that of United's existing cargo facility, and an additional 22,000 square feet of office space.

As the world's largest airline, United offers more than 2,300 flights each day on a route network that spans the globe. United is a member of Star Alliance, the world's leading global airline alliance.

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United Airlines' Web site is at www.ual.com

CERTIFICATION

Pursuant to Title 18 United States Code Section 1001, I, Michael G. Whitaker, in my individual capacity and as the authorized representative of the pleader, have not in any manner knowingly and willfully falsified, concealed or failed to disclose any material fact or made any false, fictitious or fraudulent statement or knowingly used any documents which contain such statements in connection with the preparation, filing, or prosecution of the pleading. I understand that an individual who is found to have violated the provisions of 18 U.S.C. section 1001 shall be fined or imprisoned not more than five years, or both.



Michael G. Whitaker
Vice-President
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CERTIFICATE OF SERVICE

I hereby certify that I have this date served a copy of the foregoing Application of United Air Lines, Inc. on all persons named on the attached Service List by causing copies to be sent via first-class mail, postage prepaid.


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